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# Harbor Rules Regulations and Rates

Adopted by the

Board of State Harbor Commissioners

San Francisco

1913



FRIEND WM. RICHARDSON, SUPERINTENDENT OF STATE PRINTING  
SACRAMENTO, CALIFORNIA

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# HARBOR RULES

## REGULATIONS AND RATES

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1913.

OFFICE OF  
BOARD OF STATE HARBOR COMMISSIONERS.  
UNION DEPOT AND FERRY HOUSE

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STATE HARBOR COMMISSIONERS:

J. J. DWYER, President

THOS. S. WILLIAMS.

J. H. McCALLUM

Secretary

LEO V. MERLE, JR.





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# RULES AND REGULATIONS

FOR THE

## PORT OF SAN FRANCISCO

ADOPTED BY THE

### BOARD OF STATE HARBOR COMMISSIONERS.

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1. Vessels must not be anchored, nor moored, between a line drawn from the outer end of Jackson-street Wharf (Pier No. 5) to the most southerly point of Yerba Buena Island, locally known as "Goat" Island; thence following northerly along the shore line of said island to the most northerly point thereof; thence easterly to the westerly pier of the San Francisco, Oakland and San Jose Railway Company's wharf on the Oakland side of the bay; thence southerly, following the three-fathom contour to the northerly pier of the Southern Pacific Company on the Oakland side of the bay; thence southerly, following the three-fathom contour to the westerly end of the Southern Pacific Company's ferry slip near the westerly end of the southerly training wall of Oakland harbor, and a line drawn from the outer end of Mission Street No. 1 (Pier No. 2) to the above mentioned ferry slip of the Southern Pacific Company. Nor must they be anchored so as to permit them to swing over these lines and into the space formed between these lines.

2. Vessels must not be anchored, nor moored, between a line drawn from the outer end of the Hay Wharf to the lighthouse near the westerly end of the northerly training wall of Oakland harbor and a line drawn from the outer end of the most southerly wharf of the Dry Dock wharves at Central Basin to the westerly end of the Southern Pacific Company's ferry slip near the westerly end of the southerly training wall of Oakland harbor; nor must the vessels be anchored so as to permit them to swing between said lines.

3. Vessels must not be anchored, nor moored, between a line drawn from the most easterly point of Point Blunt (on

Angel Island), passing over Blossom Rock as marked by buoy, and intersecting the five-hundred-yard limit at a point directly north of the outer end of Lombard-street Wharf (Pier No. 27). This line if projected would touch the outer end of Washington-street Wharf (Pier No. 3) and a line drawn from the northwesterly end of the Grain Shed of Section 1 of the seawall, with the light on Aleatraz Island; and from there to Blunt Point on Angel Island; nor must vessels be anchored so as to permit them to swing between said lines.

4. Vessels must not be anchored, nor moored, between a line drawn from the outer end of Mission-street Wharf No. 1 to the westerly point of Point Richmond; and a line drawn from the outer end of Lombard-street Wharf through the buoy anchored at the southerly spit of Southampton Shoal and prolonged to opposite Point Richmond; nor must they be anchored so as to permit them to swing between said lines.

5. Vessels must not be anchored, nor moored, within five hundred yards of a line drawn from the extreme northerly end of the seawall, southerly through the extreme outer ends of the piers, to the outer end of Berry-street Wharf; nor must they be anchored so as to permit them to swing between said lines.

6. Vessels must not be anchored, nor moored, between a line drawn from the westerly end of the brick fort at Fort Point to the westerly end of the lighthouse station on Lime Point and a line drawn from the Fulton Iron Works to Yellow Bluff; nor must they be anchored so as to permit them to swing inside of these lines.

7. Vessels must not be anchored, nor moored, between a line drawn from Yellow Bluff to Point Knox and a line drawn from the southerly end of cove (south of Sausalito Point) to Point Stuart; nor must they be anchored so as to permit them to swing inside of these lines.

7½. Vessels must not be anchored, nor moored, in an area bounded on the seaward side by a straight line from Point Bonita to a point on the shore of South Bay,  $\frac{1}{3}$  statute mile to the seaward of the large cable sign at Baker's Beach, on the inside of a straight line running from a point in Bonita Cove,  $\frac{1}{2}$  statute mile from the Fort Barry wharf (which is the only wharf in Bonita Cove) to a point on the shore of South Bay,  $\frac{1}{2}$  statute mile inside, or north by northeast of the large cable

sign at Baker's Beach; nor must they be anchored so as to permit them to swing into this forbidden area.

7 $\frac{1}{2}$ . Vessels must not be anchored, nor moored, in an area extending from the water front of the city and county of San Francisco to the mouth of Oakland Creek: bounded on the southerly side by a line extending from the intersection of the northerly line of Islais Creek channel with the water front of the city and county of San Francisco, to the westernmost point of the wharf at the end of the Alameda mole; on the northerly side by a line parallel with the said southerly line and 500 yards distant therefrom; nor must vessels be anchored so as to permit them to swing into this forbidden area.

8. Vessels propelled by steam must not run inside of a line five hundred (500) feet distant from and parallel to a line drawn through the outer ends of the piers.

9. Vessels propelled by steam, except when going to or leaving the seawall, must not run inside of a line eight hundred feet distant from, and parallel with, the said seawall.

10. A vessel will not be entitled to a berth until an application shall have been made to the Chief or Assistant Chief Wharfinger; and such application must state the length, draught of the vessel, kind of cargo, and locality desired. No application shall be entertained unless the vessel be in the harbor and ready to be docked. Berths shall be assigned in the order of application, provided that vessels ready to discharge cargo shall have preference over those ready to receive cargo. No one except the Chief or Assistant Chief Wharfinger has authority to assign berths to vessels.

11. Vessels must haul or go into the stream at their own expense when ordered to do so by the Chief or Assistant Chief Wharfinger. Upon failure to obey such order the Chief or Assistant Chief Wharfinger shall have power to cause such removal at the expense of such vessel or vessels.

12. Vessels of all kinds, of 1,000 net tons or over, are prohibited from using the dolphins on the outer ends of the wharves to break or warp around when making a landing. The master, agent or owner of a vessel refusing or neglecting to obey this rule will be required to pay for all damage caused to the wharf.

13. Vessels when being moved into a slip or alongside the

wharf must approach "head on," and when at the wharf must lie head toward the shore. The studding-sail booms and sprit-sail yards must be rigged in, their offshore anchors suspended ready for dropping, their lower and topsail yards braced "sharp up" on their inshore braces, except when in actual use discharging or loading cargo; and, when required by the Wharfingers, their movable fore-and-aft spars, jibboom, and martingale must be rigged in.

14. No person shall make fast any rope or mooring to any wharf (except to the mooring piles, mooring bitts or rings provided for this purpose) or to any shed or piles supporting same or to any dolphin or fender piles.

15. Vessels lying at wharf are strictly prohibited from stretching mooring lines across the slip to the opposite wharf, without first obtaining the permission of the Chief Wharfinger.

16. A vessel anchored or moored in the harbor or lying in a slip or dock, must, at all times, have on board at least one person in charge of said vessel who has authority to take such action, in any emergency, as may be demanded. If, in the opinion of the Chief Wharfinger, it becomes necessary, a vessel may be removed by his order at the expense of the owner, and the owner and the vessel shall be liable for all damage that shall arise thereby.

17. A vessel while anchored or moored in the harbor must at all times of the night show lights.

18. When ballast, stone, coal, bricks, ashes, cinders, dust, rubbish or other loose matter or material that will sink, is being landed from a vessel upon a wharf, or is being transferred from one vessel to another, a canvas chute or other contrivance, to the satisfaction of the Wharfinger, must be used to prevent any part of such substance from falling into the slip.

19. Fire must not be used on board of any vessel at the wharves or in the slips for heating pitch, tar, or other inflammable substances, but may be used on floating stages or boats for the purpose of heating such substances for repairing vessel; provided such fire is constantly in charge of a person capable of taking proper care of the same. No bonfire nor open fire for the burning of rubbish or refuse materials shall be allowed on any of the State property under the jurisdiction of the Board of State Harbor Commissioners, and it shall be the duty of Wharfingers to strictly enforce this rule.

20. Every steam engine, when used upon any wharf for loading or unloading cargo, and pile driver when working on or alongside any wharf, must have upon its smokestack a bonnet or spark-catcher that will effectually prevent sparks from falling upon such wharf or upon the deck of any vessel. In operating donkey or hoisting engines under sheds there must be provided by the owner or operator a bent or curved pipe, with spark-arrester, extending to the outside of the shed. The owners and operators of donkey or hoisting engines operated on any of the wharves on the water front must clean up and remove all ashes, cinders, and waste from their engines.

21. No floating piles or timber shall be allowed to remain in any slip without permission of the Chief or Assistant Chief Wharfinger.

22. No substance that will sink or form an obstruction to navigation or become a nuisance shall be deposited in the waters or on the shore of the harbor without first obtaining permission, in writing, from the Harbor Commissioners.

23. Rubbish or other substance on which no wharfage is charged shall be removed from the wharf by the person placing it there; and, on default, it must be removed by the Wharfinger at such person's expense. Coal screens, donkey engines and all stevedores' tools and appliances must be removed from the wharf when directed by the Wharfinger.

24. Neither the slips, docks, basins, channels, wharves, nor the spaces in front of them, nor the streets along the water front, shall be obstructed by any merchandise, vehicle, material or structure. If any such obstruction be not removed within twenty-four hours after notice, the merchandise, vehicle, material or structure constituting the obstruction shall be removed and stored, or sold by the Commissioners, and \$25 will be charged for each day that the obstruction is permitted to remain, together with the expense of removal, storage, or sale.

25. No person shall have authority to collect dockage, wharfage, tolls, or rents, unless authorized by the Board of State Harbor Commissioners.

26. If any vessel leaves a wharf, slip, dock, channel or basin, unless forced to do so by stress of weather or fire, without first paying the dockage or tolls due, such vessel will be placed upon the Delinquent List, and must not be permitted

to use any wharf, slip, channel or basin without first paying double the bill incurred, and \$10 in addition thereto, except by permission of the Commissioners.

27. The master, agent, or owner of a vessel refusing or neglecting to obey the orders of the Chief or Assistant Chief Wharfinger in any matter pertaining to the regulation of the harbor, or removal or stationing of such vessel, is guilty of a misdemeanor, and liable to a fine not exceeding \$300, or imprisonment not exceeding one hundred days.—[*Political Code, Section 2541.*]

28. In case any damage is done to a wharf, shed or other structure on the water front by a vessel or otherwise, the said damage, together with the name of the vessel or person causing it, must be reported in writing forthwith by the Wharfinger in charge of said wharf or wharves to the Chief Wharfinger, giving the date and hour, if possible, and the names and addresses of the person or persons that witnessed the accident, and the expense of the repair of said damage shall be charged against said vessel or individual. The Chief Wharfinger shall forthwith report said damage to the Assistant State Engineer and to the Secretary of the Board.

29. Dockage commences upon the vessel when she makes fast to the wharf, or comes within a dock, slip, basin, channel or canal; and each twenty-four hours thereafter, or part thereof, constitutes a day's dockage.

30. No deduction shall be made for Sundays, holidays, or rainy days.

31. A vessel arriving from private premises will be charged at the same rate and in the same manner as if arriving from the stream.

32. If a vessel occupies two berths on the same day she will be charged dockage at each wharf, unless she obtains a transfer or receipt for payment of dockage at the wharf first occupied.

33. Vessels while lying across the end of any pier or wharf, or whose sterns extend beyond the end of any pier or wharf, will be responsible for any and all damage to themselves or to any other vessel while occupying that position.

34. The term "wharf" embraces every structure to which vessels make fast, or on which merchandise is discharged or from which it is loaded.

35. No load exceeding seven and one half tons, except in the case of a single package, shall be admitted on or taken off a wharf. A single package exceeding seven and one half tons may be admitted on or taken off a wharf with permission of the Chief Wharfinger and upon compliance with such conditions as he may impose therefor. No weight exceeding fifty tons shall be allowed in a space less than thirty feet square, or its equivalent, on any pier or wharf; and driving on a wharf faster than a walk is forbidden, and a violation of this rule shall subject the offender to prosecution for misdemeanor. No wagon or vehicle of any description drawn by more than two horses shall be allowed on any wharf.

36. The Board is not liable for damages to, or loss of, merchandise while on a wharf, bulkhead, or in the grain sheds.

37. The owner, agent, manager, consignee, master, or person in command of any vessel, must deliver, at the time of her arrival at any wharf or slip, at the office of the Collector in charge of the wharf, a full and correct statement, signed and certified to by him, on blanks furnished by the Board of all the merchandise and cargo of every kind intended to be discharged from such vessel at said wharf, specifying the character and quantity of each kind of such merchandise or cargo, as per schedule adopted by the Board.

38. The owner, agent, manager, consignee, master, or person in command of any vessel must, before her departure from any wharf, slip, basin or channel, deliver at the office of the Collector a full and correct statement, signed and certified to by him, on blanks furnished by the Board, of all the merchandise and cargo of every kind received on such vessel at said wharf, specifying the character and quantity of each kind of such merchandise or cargo, as per schedule adopted by the Board.

39. In case any owner, agent, manager, consignee, master, or person in command of any vessel shall neglect or refuse to deliver the statement provided for in Rules 37 and 38, or shall wilfully make a statement false in any of the particulars required by such rules, he will be prosecuted therefor, and, in case of conviction, suffer the penalties provided for by law, as follows: "By a fine not exceeding \$100, or by imprisonment not exceeding fifty days, or by both such fine and imprisonment."—[*Stats. 1880, p. 10.*]

40. Every vessel shall be obliged to pay at his office, to the Collector in charge of the wharf, the amount due for tolls upon the merchandise or cargo to be discharged from such vessel; and every vessel shall be obliged to pay at his office to the Collector in charge of the wharf at which she finishes receiving cargo, the amount due for the tolls upon that portion of cargo received at said wharf. Tolls are due and payable (1) on vessels intending to discharge, before any merchandise is discharged; (2) on vessels loading or receiving cargo, before the same is placed aboard, when possible to ascertain the amount; (3) before the departure of the vessel from the wharf or slip.

41. In case any person shall discharge from, or allow to be discharged from, any vessel made fast to or using any wharf, or slip, any merchandise or other article before the tolls thereon have been paid, or permit any water craft to leave any wharf or slip, unless forced to do so by stress of weather, or fire, before the tolls on any merchandise or cargo received while at such wharf or slip have been paid (except such person is upon the Credit List), he shall be prosecuted therefor, and upon conviction thereof he shall be punished as provided by law, which is as follows: "By a fine not exceeding \$500, or by imprisonment not exceeding one hundred days, or by both such fine and imprisonment."—[*Stats. 1880, p. 10.*]

42. The Collector or Wharfinger is authorized to enter upon and inspect any vessel to ascertain the kind and quantity of merchandise or cargo thereon, and no person shall hinder or molest any Collector or Wharfinger or refuse to allow him to enter upon any vessel for the purposes specified in this rule.

43. No smoking allowed on any wharf or bulkhead. Persons violating this rule will be refused admittance thereon.

44. No gunpowder nor other explosive shall be discharged on or loaded from any wharf or structure, or vessel, except by permission of the Chief Wharfinger, and must be immediately removed.

45. Acids, coal oil, and all fibrous materials shall not be permitted to remain over night on any wharf. Unless removed by the owners or consignees by 5 o'clock p. m. of each day, the Chief Wharfinger shall have them removed at the expense of whom it may concern. Hay and straw may be allowed to remain over night on the Hay Wharf.



46. The storage, keeping or use of gasoline, distillate or other liquid petroleum products on premises under control of this Board, except at such localities as may be specially designated therefor, is strictly prohibited; and at such localities as may be designated therefor, same shall not be handled, except between sunrise and sunset.

47. Vessels will be allowed to take on board gasoline or distillate only between 8 a. m. and 5 p. m. and when vessel is otherwise ready to depart. Delivery must be made from wagon to vessel direct. If the vessel is not ready to receive same the loaded wagon will not be allowed to wait on wharf, but must immediately pull off same.

48. Empty gasoline or distillate drums must be removed from the wharf at once and Wharfingers are hereby directed to notify the owners thereof to remove same.

49. No person, firm or corporation shall be permitted to sell any fruit, vegetables, poultry, eggs, honey, game or other produce, commonly known as perishable products, over and upon any of the public wharves or other property belonging to this State in the city and county of San Francisco and within the jurisdiction of the Board of State Harbor Commissioners who is now or who may become a party to any conspiracy, agreement or undertaking, whereby such person, firm or corporation shall refuse to sell within this State to any solvent purchaser or buy from any person whatever within this State, or who does not sell impartially and at the same prices to all within this State who desire to purchase for cash without regard to their business or intended disposition of the products, or who exercises any discrimination whatever between buyers and sellers by reason of their occupation, affiliations or non-affiliations.

50. Holders of permits to sell perishable products on the wharves and other State property under the jurisdiction of the Board must, on demand, sell to purchasers on such wharves and other State property, potatoes in lots as small as ten sacks and onions in lots as small as five sacks.

51. The terms "dockage," "tolls," and "wharfage," as used in these rules and regulations, signify:

*Dockage.*—The charge made for vessels occupying berths at the wharves, or moored in any slip or channel.

*Tolls.*—The charge made for merchandise passing over State premises.

*Wharfage.*—The charge made for leaving merchandise on State premises longer than the time specified in these rules.

### **CREDIT FOR TOLLS.**

52. The Board may, upon application, release parties from the obligation of delivering statements and paying tolls upon cargo in the manner required by these rules, provided such parties make written application to be placed upon the Credit List, and if such application be granted, the Board may require a deposit to cover the probable amount of such person's tolls in any one month; and thereafter such person must, on or before the third day of each month, deliver at the office of the Board a statement, on blanks furnished by the Board for that purpose, specifying, as per schedule adopted by the Board, the character and quantity of each kind of merchandise discharged from or received at each wharf upon each trip of each vessel of which such person is the owner, master, agent, manager, or consignee during the preceding month, and must, upon presentation of bill therefor, pay the tolls thereon. And in case of a failure to furnish such statement or pay such tolls, the permission shall be at once revoked, and the vessel or vessels from which the merchandise or cargo has been discharged, or upon which received, shall be placed on the Delinquent List; and the Secretary must immediately notify the Collectors of that fact, and apply the said deposit toward the payment of such tolls; and the balance of said deposit, if any, shall be returned to the person who made it.

53. Collectors are required to get from the owner, agent, master, or consignee of any vessel discharging or loading at his wharf, who is on the Credit Toll List, an order, signed by him, on blanks furnished by the Board, requesting the tolls on such vessel or vessels to be charged to his account; said order to be filed with the Collector's daily report.

54. The master, agent, or consignee of vessels must furnish to Collectors at wharves where they are discharging, copies of their manifests, and the Collectors must forward said manifests to the office of the Secretary with their daily reports.

55. Any person or firm not availing themselves of the Credit Toll privilege during a period of six months, or the amount of whose tolls do not average more than \$10 per month for such time, shall be stricken from the Credit Toll List.

### **CREDIT FOR DOCKAGE.**

56. The Board, in its discretion, may upon application release parties from the obligation of paying dockage on vessels in the manner required by these rules, provided such parties make written application to be placed on the Credit Dockage List. Said application must give the names and class of vessels of which they are the owners, managers, agents or consignees and must agree to pay on presentation, until written notice to the contrary, the dockage bills on all such vessels. If such application be granted, such person must on presentation of bill therefor pay such dockage. In case of failure to pay such bill on presentation, the permission shall be revoked.

57. Ocean going vessels not on Credit Dockage List may, in lieu of paying the dockage bill to the Collector at the wharf, produce a slip signed by the owner or agent of the vessel stating that he will pay on presentation the dockage bill due on such vessel. The bill for the dockage of said vessel with the slip attached must be sent forthwith to the Secretary's office for collection.

### **RATES OF DOCKAGE.**

Each rate is for a day of twenty-four (24) hours, or any part thereof, including Sundays, holidays and rainy days.

58. For all ocean vessels, steam or sail, navigating the bay of San Francisco, and the rivers and other waters flowing into it, of two hundred net registered tons or under, 2 cents per ton; for all such vessels of over two hundred net registered tons, \$4.00 for the first two hundred tons, and three quarters of a cent for each additional ton.

For all bay and river steamboats and barges navigating the bay of San Francisco, and the rivers and waters flowing into it and used for carrying freight or passengers, of two hundred tons or under, under-deck tonnage measurement, 2 cents per ton on such measurement; for all such vessels of over two

hundred tons, under-deck tonnage measurement, \$4.00 for the first two hundred tons, and three quarters of a cent for each additional ton.

Full rates shall be charged as follows:

59. (1) Vessels with cargo on board docking at wharf while discharging cargo.

(2) Vessels with cargo on board docking at wharf while discharging or taking on passengers and baggage.

(3) Vessels with no cargo on board docking at a wharf while discharging passengers and baggage.

(4) Vessels with cargo on board docking at a wharf while taking on stores, supplies, or fuel oil for fuel of such vessel.

(5) Vessels with cargo on board docking at a wharf while lying idle.

(6) Vessels that are engaged in towing.

(7) Vessels that are not engaged in carrying freight and passengers.

Half rates shall be charged as follows:

60. (1) Vessels with no cargo on board docking at a wharf while loading cargo.

(2) Vessels with no cargo on board docking at a wharf while receiving passengers or receiving stores, supplies, or fuel oil for fuel of such vessel.

(3) Vessels with cargo on board docking at a wharf while taking on an amount of cargo equal to one fifth of net registered tonnage, exclusive of stores, supplies, or fuel oil for fuel of such vessel.

(4) Vessels with no cargo on board while lying idle at a wharf.

(5) Vessels while receiving or discharging ballast or receiving stiffening.

(6) Vessels discharging, loading or lying idle while occupying outside berths.

(7) Vessels while moored in docks, slips, basins, or canals.

(8) Vessels engaged in towing and vessels not engaged in carrying freight and passengers *not entitled to half rates*.

(9) Vessels with no cargo on board, while undergoing repairs.

61. When the per diem dockage of a vessel, as above described, is not a multiple of five it must be reduced or increased, as the case may be, to the nearest such multiple; *provided*, that if it be equally near to two such multiples, it must be increased to the first such multiple above.

62. All bills for dockage must be paid when due, whether approved by the master or not. Failure to pay said bills on presentation will subject the vessel to be placed on the Delinquent List, and to the penalties provided by law. Errors, if any, will be rectified by the board.

63. When a vessel of any kind is charged or has paid dockage at a wharf for any day, she may use the same or any other wharf during that day without further charge, no matter how often she may leave and return; *provided*, a receipt for payment or transfer card from the Wharfinger at the first wharf be produced; and on application of the master the Wharfinger is required to issue such transfer card.

#### Rates of Dockage on Lighters.

64. A lighter is understood to be a vessel which has neither power nor steering equipment.

65. A dockage rate of 1 cent per ton net tonnage per day will be charged on all lighters in the following cases:

(1) When discharging or loading at a wharf.

(2) When discharging into or loading from a vessel lying at a wharf, or when lying at a wharf or in a slip with or without cargo on board.

(3) When transporting from a wharf to a vessel, or from a vessel to a wharf, but one dockage charge will be made per day.

#### Rates of Tolls.

66. Both a discharging and a loading toll shall be imposed on all merchandise (including vessels' stores and supplies and fuel oil for such vessel) except where otherwise specified, and must be paid by the vessel discharging or loading same.

67. A ton is by weight 2,000 pounds, unless otherwise specified; by measurement 40 cubic feet.

68. Merchandise, for the purpose of tolls or wharfage, must be computed by weight or measurement, as the one mode or the other will give the greater number of tons.

69. Of the following articles 2,240 pounds constitute a ton: Coal, railroad iron, pig iron, gypsum, asphaltum, ores, crude or boiled sulphur, paving stones, sand, gravel, crushed rock and ballast.

**Tolls per Ton.**

70. On merchandise (except where otherwise specified), including vessels' stores and supplies and coal and fuel oil for such vessel,	
per ton -----	5 cents
On flour, grain and millstuffs-----	5 cents
On 400 pounds or less-----	1 cent
On 800 pounds or less and more than 400 pounds---	2 cents
On 1200 pounds or less and more than 800 pounds---	3 cents
On 1600 pounds or less and more than 1200 pounds--	4 cents
On 2000 pounds or less and more than 1600 pounds--	5 cents

Tolls on merchandise, when measured or charged a higher rate, to be collected according to the foregoing subdivisions.

**Tolls Charged Otherwise Than by the Ton.**

71. On the following articles tolls must be paid as follows:	
Fir, redwood, spruce, and all soft-wood lumber, per 1000 feet, board measure-----	10 cents
Oak, hickory, ash, and all hardwood lumber, per 1000 feet, board measure-----	20 cents
Lumber or timber discharged in the water in any slip, dock, basin, or canal, the same as if discharged on a wharf.	
Piles discharged in any slip, dock, basin, or canal, per pile -----	6 cents
Fence posts, per 100-----	10 cents
Railroad ties, per 1000 feet of lumber, board measure, contained therein (32 or 24 feet to a tie, according to size) -----	10 cents
Shingles, per 40 bundles-----	10 cents
Laths, per 60 bundles-----	10 cents
Shakes, per 100 bundles-----	10 cents
Empty barrels (merchandise), each-----	$\frac{1}{4}$ cent
Empty sugar barrels, each-----	$\frac{1}{4}$ cent
Cord wood, per cord-----	5 cents
Tan bark and stave bolts, per cord-----	5 cents

Fire bricks, per 1000-----	15 cents
Fire bricks discharged from any vessel lying at any wharf, or in any slip, dock, or basin, into another vessel, or received into any such vessel from any lighter or other vessel, per 1000-----	7½ cents
Bricks (other than fire bricks) discharged on, or loaded from, any wharf, per 1000-----	10 cents
Bricks (other than fire bricks) discharged from any vessel lying at any wharf, or in any slip, dock, or basin, into another vessel, or received into any such vessel from any lighter or other vessel, per 1000--	5 cents
Wool or cotton in sacks, per sack-----	1 cent
Wool or cotton in bales, strapped, per bale-----	1½ cents
Hops in bales, per bale-----	1 cent
Hides of cattle (green or dry), per hide-----	¼ cent
Skins, per skin-----	1-16 cent
Cattle, horses, and mules, per head-----	5 cents
Colts and calves, under a year old, per head-----	2½ cents
Sheep and hogs, per head-----	1 cent
Hay, per ton-----	10 cents
Crushed rock (long ton)-----	5 cents
Reapers, mowers, horse rakes, hay presses, gang plows, cultivators, and wheeled vehicles, set up, each-----	10 cents
Headers and separators, set up, each-----	20 cents
Charcoal, per 35 sacks (of 55 pounds each)-----	5 cents
Cement, 5 barrels to the ton, per ton-----	5 cents
Lime, 8 barrels to the ton, per ton-----	5 cents
Beef, pork or fish, 6 barrels to the ton, per ton-----	5 cents
Sugar or syrup, 6 barrels to the ton, per ton-----	5 cents
Wine or liquor, per bbl-----	1¼ cents
Wine or liquor, per pipe-----	5 cents
Cocoanuts, per 1000, unhusked-----	15 cents
Cocoanuts, per 1000 husked-----	10 cents
Bananas, per bunch-----	¼ cent
Salmon, per ton of 2000 pounds-----	5 cents
Crude oil (whether in barrels or bulk), per ton of 2000 pounds (7¼ lbs. to gallon)-----	5 cents

Crude oil, naphtha, gasoline, etc., conveyed either inward or outward, over or through any wharf, bulkhead or other State structure, or loaded or discharged in any slip, basin or channel, per ton of 2000 pounds ( $7\frac{3}{4}$  lbs. to gallon)----- 5 cents

(The weight of crude oil contained in tanks or vessels or conveyed to or from shipping, to be computed on the basis of  $7\frac{3}{4}$  pounds per gallon, if actual weight is not obtainable.)

Copra, by measurement, per ton----- 5 cents

72. On empty packages, being returned to the owner, who uses them to send commodities to market, no tolls will be charged.

73. Grain, flour, millstuffs, beans and seeds will be subject at all wharves, except at the grain shed located on the wharves at Sections No. 1 and No. 2 of the seawall, to the same rules and rates of tolls and wharfage as are imposed on other merchandise.

74. Grain, flour, millstuffs, beans, and seeds may remain in the grain shed located on the wharves at Sections No. 1 and No. 2 of the seawall until 5 o'clock p. m. on the third day after discharge free of wharfage charge; for the next fifteen days, or any part thereof, Sundays and holidays excepted, there shall be a wharfage charge of 5 cents per ton; for each additional day thereafter the wharfage charge shall be 5 cents per ton; provided, that where any owner or consignee fails or refuses to pay, on demand, bills rendered for wharfage or refuses to comply with other rules and regulations of the Board of State Harbor Commissioners, the provisions of Rule 80 shall apply and become immediately effective as to such owner or consignee; provided, further, that in the event of congestion in the grain shed the Chief Wharfinger is empowered, at any time after the expiration of the third day after discharge, to cause the removal to the rear of the shed any cargo, or portion thereof, at the expense of the owner or consignee.

75. The term "grain" is intended to and does include wheat, barley, oats, corn, and rye; the term "flour" includes only the flour of wheat, and "millstuffs" includes only bran, middlings, shorts, and ground feed.



76. No tolls will be charged on donkey engines or stevedores' tools when taken on the wharf for the purpose of loading or discharging a vessel; nor on milk, ice, or butcher, baker and laundry supplies furnished daily to vessels.

77. Merchandise landed on a wharf and not removed therefrom may be reshipped from the same wharf, without the payment of further toll, but the wharfage, if any due thereon, must be paid.

78. Merchandise, except where otherwise specified, when discharged from a vessel lying at any wharf or within any slip, into lighters or other vessels, is subject to the same rates of toll as if discharged on or loaded from a wharf.

79. When the tolls have been paid on merchandise on its being discharged from a vessel into a vessel, it may be landed thence on a wharf, or discharged into another vessel, without the payment of further tolls.

### **WHARFAGE.**

80. Merchandise must be removed from the wharf before 5 o'clock p. m. on the day following the one on which it was placed thereon; but Wharfingers are hereby authorized, when the owners or consignees of merchandise desire it, and it can be done without interfering with the business of the wharf, to allow merchandise to remain on the wharf after the prescribed time, at a wharfage charge equal to an additional toll for every forty-eight hours or part thereof, Sundays and holidays excepted. If merchandise be not removed within twenty-four hours after notice by the Wharfinger, it shall be liable to the penalties of section 2524 of the Political Code. No merchandise for outbound shipments shall be placed upon any wharf, pier or thoroughfare before 8 o'clock a. m. on the day preceding the arrival of the vessel to carry such merchandise, without first obtaining permission from the Chief Wharfinger.

81. (*Exception to Rule 80.*) Lumber discharged from vessels carrying 500,000 feet board measure or over, and from vessels of no lesser capacity, may remain on wharf until 5 o'clock p. m. of the third day following its discharge. Then and thereafter all provisions of Rule 80 shall be effective and must be enforced.

## **WHARFAGE AND TOLLS—HOW ENFORCED.**

Laws and Statutes relating to Board of State Harbor Commissioners,  
March 1, 1904—Page 44, Sec. 9.

82. For the purpose of enforcing the charge for wharfage or tolls on goods, wares, and merchandise landed on any wharf, pier, or thoroughfare, or remaining thereon longer than the time prescribed by the harbor regulations, the said Commissioners are authorized to take possession of such goods, wares, and merchandise, and if such charge be not paid within two days thereafter, may remove and store the same at the charge, risk and expense of the owner or consignee thereof, or may sell the same by public auction, with or without notice, at their discretion.

## **WHARVES—HOW CLEARED.**

83. And for the purpose of keeping the wharves, piers, basins, channel, and thoroughfares free of obstructions, the said Commissioners shall cause a written notice to be served on the owner, agent, consignee, or person in possession of any such obstructing material or structure, or may post a notice thereon, at their discretion, requiring its removal within twenty-four hours thereafter; and on failure to comply therewith the Commissioners may remove, store or sell the same by public auction, at their discretion. From the proceeds of any such sale they shall retain all the wharfage and tolls due, with ten per cent thereon, and in case of obstruction, twenty-five dollars for each and every day during which the wharf, pier, or thoroughfare has been obstructed, and also all the expenses attending such sale, and the surplus, if any, shall be paid to the proper party. Such sale shall be made subject to immediate removal.

## **BERTH PRIVILEGE.**

84. The assignment of berth privilege includes only the right of the person or firm making application therefor to dock vessels owned or operated by said person or firm at such berth; subject to the provision that when such berth be unoccupied the Chief Wharfinger may dock other vessels thereat. Such assignments do not include either dockage, tolls, or wharfage.

85. Assignments of wharf privilege and all other assignments of space on wharves or other property of the State under the jurisdiction of the Board of State Harbor Commissioners are not transferable. Forfeiture of the assignment of privilege is the penalty for the violation of this rule.

## **RULES AND REGULATIONS**

For the handling of fuel oil on the water front of the city and county of San Francisco, Cal.

86. All vessels carrying oil for fuel must store the same in steel or iron tanks.

87. No vessel carrying oil for fuel in wooden tanks or wooden compartments shall be allowed to lie alongside or make fast to any other vessel while the same is lying at any dock, pier, or wharf, or to lie alongside or make fast to any structure under the jurisdiction of the Board of State Harbor Commissioners.

88. All oil for fuel purposes must be delivered through a steam pump so as to pump the oil into the vessel to be supplied as quickly as possible, and all vessels carrying oil for fuel must be kept clear of rubbish, etc., which is liable to catch fire from sparks.

89. No vessel loaded with Coalinga oil, or any other oil which will flash below 110 degrees Fahrenheit, shall be permitted to haul alongside of any vessel or structure.

90. No vessel engaged in the business of supplying fuel oil shall be allowed when empty to haul or lie alongside any vessel, dock, pier or wharf. Any vessel after having discharged oil must immediately haul away from vessel or structure and depart.

91. No person, firm, association or corporation shall discharge or deposit, or shall cause or suffer to be discharged or deposited, or to pass, in or into the waters of the bay of San Francisco, any coal tar or refuse or residuary product of coal, petroleum, asphalt, bitumen or other carbonaceous material or substance. Every person, firm, association or corporation that violates the above rule will be prosecuted under the provisions of section 374½ of the Penal Code.

## **RULES, REGULATIONS AND RATES GOVERNING THE CONSTRUCTION AND OPERATION OF THE BELT RAILROAD.**

C. R. C. No. 3 (Cancels C. R. C. No. 2). Issued Aug. 19, 1913.

92. (1) *Construction Rules.* The entire cost, both material and labor, for installing connections to the Belt Railroad tracks from other railroads or private industries shall be at the expense of the applicant.

When such a connection is discontinued on order of the Board of State Harbor Commissioners, the spur material may be removed by the party holding the spur at his expense and for his own use, but when abandoned or discontinued by the party holding the spur, the track and other construction and materials remaining on State property shall be and remain the property of the State.

No connection shall be made with any Belt Railroad track except by permission of the Board of State Harbor Commissioners in writing.

(2) *Operating Rules and Regulations.* Cars will be moved to loading or unloading points only on order of connecting line owning or controlling the car.

Switching or storing cars on tracks of Belt Railroad other than tracks assigned to other railroads or private industries is entirely under jurisdiction and control of Belt Railroad.

When Belt Railroad tracks have been assigned to other railroads or private industries, such assigned tracks shall not be used by any other parties except on permission of the holder of the assignment.

The State of California, the Board of State Harbor Commissioners and the Belt Railroad assume no risk of cars or contents while on its rails, it being understood that such risk is assumed by the railroad that owns or controls the cars or the shippers.

The Belt Railroad service is divided into two divisions, called the Northern and Southern divisions, respectively, the dividing line being Market street.

No passengers carried on the Belt Railroad.

Team track and storage charges must be paid on or before the delivery of each car.

Team track and storage track room under control of Belt

Railroad being limited, the privilege to shipper of having cars placed on these tracks must be secured from the Superintendent of Belt Railroad in advance.

(3) *Switching Charges.* Northern division, north of Market street; Southern division, south of Market street:

1. Moving loaded cars from a place in one division to another place in the same division ----- \$2 50 per car
2. Moving loaded cars from a place in one division to a place in another division-- 5 00 per car
3. Moving empty cars, either to be loaded or after unloading, when incidental to operations embraced in Items 1 and 2 is included in these charges, respectively.
4. Moving empty freight cars from place to place within same division for loading or on order of shipper or railroad, and not loaded but returned empty to place within same division ----- 1 50 per car  
*Effective May 1, 1913.*
5. Moving empty freight cars from a place in one division to a place in the other division for loading on order of shipper or railroad and not loaded but returned empty; if it crosses Market street once in the entire operation ----- 3 00 per car  
and if it crosses Market street twice in the entire operation ----- 4 50 per car
6. Moving empty freight cars from one division to another division on order of shipper or railroad, but not for loading as a part of the operation ----- 2 00 per car
7. Moving empty passenger cars between any two points on the Belt Railroad--- 10 00 per car
8. For use of team track and storage tracks for each twenty-four hours or part thereof ----- 2 50 per car

9. Cars, loaded or empty, remaining on any Belt Railroad track over 24 hours after delivery is tendered by the Belt Railroad will be charged storage for each individual 24 hours or part thereof---- \$2 00 per car  
*Effective May 1, 1913.*
10. Moving loaded baggage or express cars-- 5 00 per car  
and such cars will be returned empty as part of the same movement, without charge; provided, that all movements of such cars are at the risk of the owners.

### **RULES GOVERNING THE ADMISSION OF MOTOR VEHICLES OPERATED BY GASOLINE POWER ON WHARVES AND DOCKS.**

93. (1) No motor vehicle operated by gasoline, or any product of petroleum, except it be in immediate transit to or from a ferryboat, shall be admitted on any wharf or dock under the jurisdiction of the Board of State Harbor Commissioners, unless the owner or owners thereof shall have first been granted a permit by said Board for said vehicle to enter upon said wharves and docks; said vehicle to be identified by its registered number, and also by a *wharf number* designated by the Board.

2. No motor vehicle operated by gasoline, or any product of petroleum, shall be entitled to a permit to enter upon the wharves and docks under the jurisdiction of the Board of State Harbor Commissioners, unless such vehicle is to be actually engaged in the transportation of freight, to and from such wharves and docks, as a business; provided, however, that ambulances and hearses of undertaking establishments, and ambulances and other vehicles of hospitals, and of the health and police departments, whose motive power is gasoline, or any product of petroleum, may, upon the application of the owner or owners thereof, be granted permits to enter upon the wharves and docks in the transaction of their business, but shall be subject to the same restrictions as are imposed upon other motor vehicles described in these rules.

(3) The operator of a motor vehicle, to the owner of which a permit has been granted, *must be prepared to produce and must produce*, when called upon by a Wharfinger, Collector or member of the Harbor Police, said permit for inspection.

(4) Upon notification by the Secretary of the Board that any permit has been canceled or revoked, the Wharfinger, Collector or member of the Harbor Police on duty at any wharf or dock at which the vehicle for which said permit was granted applies for entrance must deny such entrance, and take from the vehicle the *wharf number* attached thereto, and shall also *take up the permit* granted by the Board to such vehicle.

(5) No motor vehicle, operated by gasoline, or any product of petroleum, from which is dripping any gasoline, or other oil, shall be allowed to cross or enter upon any wharf or dock or other State property under the control of the Board of State Harbor Commissioners.

(6) No gasoline, or any product of petroleum, shall be put into or taken out of any motor vehicle while same is upon a wharf or dock or upon State property adjacent thereto.

(7) No filling of motor vehicles with gasoline, or any product of petroleum, shall be permitted upon any wharf or dock under any circumstances. In case of the gasoline in any vehicle becoming exhausted, said vehicle must be hauled off of State property before replenishing or refilling same with gasoline.

(8) No operator of a motor vehicle using gasoline, or any product of petroleum, and run by steam power, shall be permitted to light his pilot light while the vehicle is on a wharf or dock or on other State property adjacent thereto.

(9) No motor vehicle operated by gasoline, or any product of petroleum, shall be allowed to stand on any wharf or dock for any unreasonable length of time, and only when actually engaged in loading or unloading freight or passengers; and any such vehicle left standing on such wharf or dock without the constant presence and attendance of its operator, or longer than is deemed reasonable by the Wharfinger or Collector in charge, may be removed and warehoused by such Wharfinger or Collector so in charge, or by any member of the Harbor Police.

(10) The owner, owners or operator of any motor vehicle operated by gasoline, or any product of petroleum, who shall wilfully disregard these rules, shall be reported at once to the

Board of State Harbor Commissioners, which Board may thereafter deny the offender or offenders further admission to and transit across the State wharves and docks.

(11) Sand shall be kept in buckets, fit and available for absorbing waste oil that may fall upon the floors of the wharves and docks, and such sand, when saturated, shall be removed at once to a safe place outside the limits of State property.

### **EXTRACTS FROM CODES AND STATUTES.**

94. No person or company shall, without the consent of the Board of Harbor Commissioners, land or remove any goods, wares, or merchandise, or other thing, upon or from any wharf, pier, quay, landing, or thoroughfare situate upon the premises described in this article, unless authorized to do so by virtue of a valid lease; nor shall any person collect dockage, wharfage, crantage, rent or toll within the boundaries of the premises described in this article except by virtue of valid leases, without first obtaining permission to do so from said Commissioners; nor shall any person or company place, or cause to be placed, any obstructions in that portion of the bay of San Francisco described in this article, nor upon any wharf, pier, quay, landing or thoroughfare, without the consent of the Board.

95. Whenever any wharf, pier, quay, landing, or thoroughfare in the harbor of San Francisco shall be incumbered, or their free use interfered with by goods, wares, merchandise, or other substance, whether loose, or built upon, or fixed to any such wharf, pier, quay, landing, or thoroughfare, it shall be the duty of the Commissioners to notify, in writing (which notice may be served by a Wharfinger, or by the Secretary or Assistant Secretary of the Board), the owner, agent, occupant, or person placing or keeping such obstruction thereon, to remove the same within twenty-four hours after the serving of such notice; and in case of failure to comply with such notice, and remove such obstruction, the owner, agent, occupant, or person so notified shall be liable to pay the Commissioners the sum of twenty-five dollars for each and every day during which such obstruction shall remain upon any such wharf, pier, quay, landing, or thoroughfare; and the Commis-



sioners shall have power, in their discretion, to remove any such incumbering substance and store the same in any suitable, convenient, and safe place, and a sum equal to the amount of expenses of the removal, together with all other necessary charges, shall be paid by the owner of such incumbering substance to the Commissioners; and such sum and necessary charges will be a lien on such substance until paid.—[*Political Code, section 2524.*]

96. It shall be the duty of the Chief Wharfinger to execute and enforce the rules and regulations which may be established by said Board of Harbor Commissioners, pursuant to the provisions of this article. And it shall be the duty of all pilots, masters of tugboats, masters, owners, and consignees of vessels to obey all lawful orders and directions of the Chief Wharfinger in relation to the stationing, anchoring, and removing of vessels under and pursuant to such rules and regulations. The Chief Wharfinger is empowered to determine cases of collision by consent of all parties interested; and where damages do not exceed three hundred dollars the decision is final.—[*Political Code, section 2539.*]

97. If any master, agent, or owner of any water craft shall refuse or neglect to obey the lawful orders or directions of the Chief Wharfinger in any matter pertaining to the regulations of said harbor, or the removal or stationing of any water craft, such master, agent, or owner so refusing or neglecting is guilty of a misdemeanor, and upon conviction thereof before any court of competent jurisdiction shall be punished by a fine not to exceed three hundred dollars, or by imprisonment not to exceed one hundred days in the jail of the city and county of San Francisco.—[*Political Code, section 2541.*]

98. All persons are forbidden to deposit, or cause to be deposited, in the waters of the harbor of San Francisco, as described in the preceding sections, any substance that will sink and form an obstruction to navigation, without first obtaining the permission, in writing, of the Board of State Harbor Commissioners, which permission shall describe, with an ordinary degree of certainty, the place where such deposit may be made; and the Secretary of the Board shall record such permission. Any person violating the prohibition contained in this section is guilty of a misdemeanor, and upon

conviction thereof before a court of competent jurisdiction shall be fined not less than one hundred nor more than five hundred dollars, or imprisoned in the jail of the city and county of San Francisco not less than thirty nor more than ninety days; *provided*, that nothing herein shall be construed to prevent or interfere with the construction of works now in progress in connection with Oakland harbor.—[*Political Code, section 2542.*]

99. It shall not be lawful for any person to drive a horse or mule, or any vehicle drawn by one or more horses or mules, used in the removal of merchandise, upon any wharf, pier, quay, landing, or thoroughfare faster than a walk. Any person violating the prohibition in this section contained is guilty of misdemeanor, and upon conviction thereof in any court of competent jurisdiction shall be fined not less than twenty dollars, or imprisoned in the county jail of the city and county of San Francisco not less than ten days.—[*Political Code, section 2543.*]

100. Every person who wilfully resists, delays, or obstructs any public officer in the discharge or attempt to discharge any duty of his office, when no other punishment is prescribed, is punishable by fine not exceeding five thousand dollars and imprisonment in the county jail not exceeding five years.—[*Penal Code, section 148.*]

101. Every person who collects any toll, wharfage, or dockage, or lands, ships, or removes any property upon or from any portion of the water front of San Francisco, or from or upon any of the wharves, piers, or landings under the control of the State Harbor Commissioners, without being by such Board authorized so to do, is guilty of a misdemeanor.—[*Penal Code, section 642.*]

102. Any water craft that shall leave any wharf, pier, quay, landing, thoroughfare, slip, dock, basin, unless forced to do so by stress of weather without first paying the dockage due from such vessel, shall be liable to pay, in addition to the penalty prescribed by section two thousand five hundred and twenty-four of the Political Code, the sum of ten dollars.—[*Stats. 1878, p. 266.*]

103. The master, owner, or consignee of every vessel, and the owner, agent, or manager of every railroad car, at the

time of the arrival, and before the departure of any such vessel or car, must deliver to the Wharfinger, or other proper officer of the Commission, a full and correct statement, signed by him as such master, owner, consignee, agent, or manager, of all merchandise of every kind intended to be discharged from or received upon such vessel or car, other than such as is referred to in section five of this act, specifying in detail the character and quantity of each kind of such merchandise; and in case of an arriving vessel or car the names of the consignees or owners thereof, and also the port or place from which such merchandise is brought, or to which it is to be carried. In case any person shall neglect or refuse to deliver such statement, as above provided, or shall wilfully make a statement false in any of the above recited particulars, he shall be deemed guilty of a misdemeanor, and on conviction shall be punished by a fine not exceeding one hundred dollars or by imprisonment not exceeding fifty days, or by both such fine and imprisonment.— [*Stats. 1880, p. 10.*]

104. In case the master, agent, or owner of any vessel, or the owner, agent, or manager of any railroad car, shall discharge from, or receive on, or allow to be discharged from or received on such vessel or car, any merchandise, or other article other than such as is referred to in section five of this act, before the wharfage thereon has been paid, of which payment the only evidence shall be a receipt signed by the Wharfinger or other proper officer of the Commission, he shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding five hundred dollars, or by imprisonment not exceeding one hundred days, or by both such fine and imprisonment; provided, that the warrant of arrest may be discharged at any time before trial by the payment of the wharfage on such merchandise or other articles wrongfully discharged or received, together with the cost of the legal proceedings.— [*Stats. 1880, p. 10.*]

105. Any person, corporation, firm, or association who shall, by false returns, or in any manner, avoid the payment of all or any portion of any tolls that may be due to any Board of State Harbor Commissioners of the State of California, from any source or cause, as provided for by law and the rules and regulations of said Board, shall be liable for and shall pay

to said Board twice the amount of such tolls, and in addition thereto the sum of ten dollars over and above such amount.—  
[*Stats. 1891, p. 27.*]

## DUTIES OF WHARFINGERS AND COLLECTORS.

### Duties of the Chief Wharfinger.

106. The Chief Wharfinger must station, berth and regulate the position of vessels in the docks and harbor, and cause them to remove, from time to time and from place to place, as the general convenience, safety and good order may require.

107. He shall require all shipmasters, consignees, pilots, and masters of towboats to conform to the regulations of the Board.

108. He shall require the docks, slips, wharves, piers, and other premises under the jurisdiction of the Board to be kept free of all obstructions; and when parties fail to obey his order to remove the same he must forthwith report the fact to the Board, and execute its order in relation thereto.

109. He must supervise the Wharfingers and Collectors, and report to the Board all cases of failure to perform their duties. He must, before 10 o'clock a. m. each day, except legal holidays, collect the reports and moneys of the Wharfingers and Collectors, respectively, for the preceding day. He must, in person, or by the Assistant Chief Wharfinger, examine the reports of the Wharfingers, and if he finds them correct certify to their correctness; but if he finds any of them incorrect, he must cause them to be corrected, and then certify to their correctness. He must deliver the reports and moneys of the Collectors to the Secretary by 10 o'clock a. m., and the reports of the Wharfingers before 12 o'clock m., of the day on which he shall have received them.

110. He must require the offices of the various Wharfingers to be at all times, during the hours from 8 o'clock a. m. until 5 o'clock p. m. (legal holidays excepted), kept open and occupied by either a Wharfinger or Collector for the uninterrupted transaction of business.

### Duties of Assistant Chief Wharfinger.

111. The Assistant Chief Wharfinger must render the Chief Wharfinger such assistance in the discharge of his duties as

may be required of him. In the absence of the Chief Wharfinger the Assistant must discharge the duties of the Chief Wharfinger.

**Duties of Wharfingers.**

112. Each Wharfinger must be on duty every day, legal holidays excepted, from 8 o'clock a. m. until 5 o'clock p. m., and earlier or later, and on legal holidays also, if the business shall require his presence; and in case of severe storms at any time, if not on duty, he must immediately repair to the wharves under his charge and render such assistance in the protection and preservation of property as may be in his power.

113. He must keep in a book, furnished by the Board, an account with every vessel arriving at the wharves under his charge. This account must show the name of the vessel, the date of its arrival, the class to which it belongs, its tonnage, what it was doing each day while at the wharf, the date of its departure, the rate of dockage, the number of days it was at the wharf, the amount of dockage, and the name of the consignee; it must show, also, the amount of tolls collected each day at the wharf, and from what vessels, and also the amount of wharfage collected.

114. He must make a report to the Board of all the business done each day at the wharves under his charge. Such report must be a transcript of all the entries made in his book for each day, and must be ready for delivery to the Chief Wharfinger or his Assistant as early as 8 o'clock a. m. of the succeeding day, and must be on blanks furnished by the Board.

115. Whenever any vessel shall be ready to leave any wharf, outside berth, slip, or dock—or sooner, if the Board of Harbor Commissioners, the President thereof, or the Chief Wharfinger shall so direct, the Wharfinger in charge of the wharf, slip, or dock must make out the bill due from such vessel for dockage, and hand same to the Collector, who must collect said bill or procure a credit dockage slip, as mentioned in Rule 57 before the vessel shall be allowed to depart. If, however, such vessel is on the Credit Dockage List, then such bill must be forwarded at once to the Secretary of the Board for collection.

116. The Wharfinger must, at the close of business each day, receive from the Collector, at his wharf, his report of the

moneys collected during the day from tolls, wharfage and other sources, and must safely keep the same, and deliver it to the Chief Wharfinger in accordance with Rule 109.

117. On the first day of each month, not a legal holiday, each Wharfinger must take his wharf-book to the office of the Secretary, and must there, in conjunction with the Secretary, or Assistant Secretary, compare it with the corresponding book kept in the office, and correct any errors or mistakes found therein. When such errors or mistakes, if any, shall have been corrected, he must, at the end of the entries in the book for the month, subscribe to the following certificate:

"I hereby certify that the foregoing entries for the month of———, 19——, at——— wharf (or wharves), embrace the names of all vessels which arrived at the said wharf (or wharves), during the said month; and that all the entries in relation to said vessels are true and correct; also that the moneys reported by the Collector (or Collectors) as collected at said wharf (or wharves) are entered under the proper headings."

The Secretary or Assistant Secretary, after having compared the book in the office compiled from the daily report of the Wharfinger with the book kept by the Wharfinger, and having found it to agree therewith, must, at the end of the entries for the month, in said book compiled in the office, subscribe the following certificate:

"I hereby certify that I have compared all the entries in this book for the month of———, 19——, with the entries for the same month and year in the wharf-book of——— wharf (or wharves), and have found them to agree therewith."

118. In all matters relating to the berthing and docking of vessels and distribution of cargo upon the wharves, Wharfingers must obey the orders of the Chief or Assistant Chief Wharfinger.

119. Wharfingers must see that Collectors at their respective wharves perform their duties, and must report to the Chief Wharfinger, or the President of the Board, derelictions of duty. In the absence of Collectors, the Wharfinger shall collect at their respective wharves, temporarily, provided they can do so without neglecting their own proper duties.

120. Upon the arrival of any vessel at any wharf, slip, or dock, intending to discharge cargo, or when any vessel has finished receiving her cargo and is ready to depart from such wharf, slip, or dock, the Wharfinger in charge must immediately report the fact to the Collector in charge of the wharf.

121. The Wharfinger must allow no vessel to discharge any cargo at his wharf, or depart therefrom, unless the owner, agent, consignee, master, or person in command of the vessel presents a written permit therefor from the Collector in charge of the wharf. And all such permits received by any Wharfinger must be delivered daily at the office of the Board.

122. The Wharfinger, while on duty at his wharf, must wear his uniform and a cap with badge showing his official position.

### **DUTIES OF COLLECTORS.**

123. Each Collector must be on duty at his office each day, legal holidays excepted, from 8 o'clock a.m. to 5 o'clock p.m. and must be on duty earlier or later, and on legal holidays, if the business of the wharf shall require his presence; and in case of severe storms at any time, if not at his wharf, he must immediately repair to it, and render such assistance in the protection and preservation of property as may be in his power. And no Collector must leave his office during business hours without first obtaining the consent of the Chief Wharfinger, or his Assistant; nor must he leave with such consent except in cases of urgent necessity.

124. Each Collector must, upon the receipt of any statement of the merchandise or cargo intended to be discharged from or received upon any vessel, at any wharf, pier or slip, as provided for in these rules, make out a bill for the tolls thereon, and collect at his office the same, and such bills for dockage as the Wharfinger at any wharf shall place in his hands for collection, and such other accounts as he may be required by the Board to collect.

125. At the close of business each day he must make a report, in writing, for each wharf under his charge, on a blank furnished by the Board, and deliver it to the Wharfinger. Such report must state in detail the amount of tolls, wharfage, dockage, and other moneys collected, and also the name of each vessel, whose master, agent, or consignee, or owner is on the Credit Toll List, which has discharged at or received merchandise or cargo from such wharf, and such other facts in relation to the business at such wharf as the Board may from

time to time require. And he must certify that his report contains a full, true and correct statement of all moneys collected, and of all vessels on the Credit Toll List that have arrived for the purpose of discharging, or have finished receiving merchandise or cargo at such wharf during the day for which the report is made. And he must daily deliver all statements hereinbefore provided for, and pay to the Chief Wharfinger all moneys collected by him, in accordance with Rule 109.

126. It shall be the duty of the Collector to promptly report to the office of the Board any neglect or refusal of any master, agent, owner, consignee, or person in command of any vessel to furnish the statement hereinbefore provided for, or to pay the tolls on the merchandise or cargo received at any wharf, pier, or slip, or any other violations of these rules.

127. Each Collector upon the payment to him of the tolls on any cargo must deliver to the master, owner, agent, or consignee of the vessel a permit allowing such vessel to discharge her cargo or leave the wharf; and in case any vessel, whose master, owner, agent, or consignee is on the Credit Toll List desires to discharge cargo, or leave the wharf after receiving cargo, the Collector must deliver to said vessel a permit therefor.

128. Collectors are required to get from either the owner, agent, master, or consignee (of any vessel discharging or loading at a wharf) who is on the Credit Toll List an order, signed by him, on blanks furnished by the Board, requesting the tolls on such vessel or vessels to be charged to his account. Said order to be filed with the Collector's daily report.

129. Wharf Collectors will not be allowed to collect bills excepting at their respective wharves.

130. Bills for parties on the Credit Dockage List and bills for tolls and dockage of vessels arriving after office hours, or on Sundays or holidays, if not paid at wharf, by 12 o'clock noon on the following day, must be forwarded to the Secretary's office for collection.

131. The Collector, while on duty at his wharf, must wear his uniform and a cap with badge showing his official position.

**Application for Leave of Absence.**

132. If any Wharfinger or Collector desires to be absent from his place of duty, he must apply to the Chief Wharfinger



for leave of absence, who is authorized to grant such leave for a period of not less than half a day, nor more than three days. If he desires to be absent for a longer time he must apply to the Board, or President thereof; and if any other officer or employee desires to be absent from his place of duty, he must, before leaving, obtain permission from the President of the Board. All leaves of absence shall be applied to and be deducted from applicant's annual vacation. Any violation of this rule shall be deemed a just cause for dismissal.

**The Use or Keeping of Intoxicating Liquors Forbidden.**

133. The use or keeping of intoxicating liquors on any wharf, or in any office, or on any premises under the jurisdiction of the Board, is forbidden; and the violation of this order by any officer or employee of the Board will be deemed sufficient cause for the dismissal of the offender.

134. The foregoing Rules and Regulations shall take effect and be in force on and after October 2, 1913.

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